



APPLICATION ACCEPTED: February 6, 2012  
PLANNING COMMISSION: July 19, 2012  
BOARD OF SUPERVISORS: July 31, 2012 @ 3:30pm

## County of Fairfax, Virginia

# WSPOD

July 18, 2012

### STAFF REPORT ADDENDUM

APPLICATION PCA 86-W-001-12 and FDPA 86-W-001-07

### BRADDOCK DISTRICT

<b>APPLICANT:</b>	Board's Own Motion
<b>PRESENT ZONING:</b>	PDC
<b>PARCEL(S):</b>	56-1 ((15)) 5A, 5B, 6, 7, 8, 14 (PCA) 56-1 ((15)) 5A, 6, 7, 8 (FDPA)
<b>ACREAGE:</b>	116.93 acres (PCA area) 26.54 acres (FDPA)
<b>FAR/DENSITY:</b>	0.23 (PCA) 0.69 (FDPA)
<b>OPEN SPACE:</b>	48% (PCA) 41.8% (FDPA)
<b>PLAN MAP:</b>	Fairfax Center Area; Office mixed-use with an overall FAR not to exceed 0.35
<b>PROPOSAL:</b>	Proffered Condition Amendment application to amend RZ 86-W-001, previously approved for 999,014 square feet of office development, to transfer 26,667 square feet of land area from Land Bay C to Land Bay B. Final Development Plan Amendment to permit a 275,000 square foot office building with parking structure and other site improvements.

Suzie Zottl

## STAFF RECOMMENDATIONS:

Staff recommends approval of PCA 86-W-001-12 subject to proffers consistent with those contained in Attachment 1 of this report.

Staff recommends approval of FDPA 86-W-001-07 subject to the Board's approval of PCA 86-W-001-12 and the development conditions contained in Attachment 2 of this report.

Staff recommends approval of a modification of loading spaces to provide four rather than ten (for both the Public Safety Building and the Herry Building).

Staff recommends approval of a modification of Transitional Screening and Barrier requirements for the site's Legato Road frontage to provide a 50' wide yard with landscaping as depicted on the FDP and as conditioned, in lieu of the 25' wide Transitional Screening yard and barrier.

Staff recommends approval of a modification of the sidewalk requirement for the portion of the site's frontage along Monument Drive west of the existing bus stop in favor of a trail connection through the site.

Staff recommends that the Board of Supervisors direct the Director of DPWES to waive or modify the PFM standards as necessary to achieve a safe paved pedestrian pathway connecting the existing sidewalk on Legato Road to the existing asphalt trail on Random Hills Road, generally as shown on the CDPA/FDPA and detailed in the proffers, including the proffered exhibit.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

The approval of this rezoning does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.

O:\kabrah\Suzie Zottl July 19, 2012 Staff Report\_Addendum Cover PCA 86-W-001-12 FDPA 86-W-001-07.doc



Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).



## **BACKGROUND**

PCA 86-W-001-12 and FDPA 86-W-001-07 are Board's Own Motions requesting a PCA to transfer 26,667 square feet of office density from Land Bay C to Land Bay B of the Fairfax County Government Center and an FDPA to revise the development plan for a specific portion of Land Bay B (Building B1) in order to construct a new County facility, the Public Safety Headquarters.

## **DISCUSSION**

The staff report for this case was published on July 9, 2012. The staff report identified a number of outstanding issues, as well as proposed development conditions to address those issues. Additionally, staff recommended several revisions to the proffers that would help clarify the proffered commitments and alleviate any confusion about the development proposal. Since the publication of the staff report, staff has continued to work with the application team to address the concerns outlined in the staff report and identified in the proffers. As a result of this effort, the proffers have been substantially modified. The major proffer changes (and deleted development conditions) are discussed below:

### **Proffer 5: SWM/BMP Practices**

Proffers 5C and 5D were converted from proposed development conditions into proffers. The corresponding development conditions have been deleted.

### **Proffer 6: Sustainable Design**

Language was converted from a development condition into a proffer that puts priority on LEED Credit 6.1 (stormwater quantity) to be achieved if at all possible as part of attaining LEED Silver.

### **Proffer 7: Architectural Design**

Proffer 7B was added in order to address the architectural design of the parking garage. The applicant has provided a more detailed exhibit that shows the technical aspects of the proposed green screen wall and includes a profile. In staff's opinion, the green wall screen should not impede sight distance; final determination on the sight distance will be made by VDOT at the time of site plan review. The development conditions have been modified based on this additional proffer language.

### **Proffer 9: Pedestrian Facilities**

The applicant has provided an exhibit that details the different sidewalk and trail connections needed from the existing sidewalk on Legato Road to the existing sidewalk at Fairfax Corner (Random Hills Road). Staff believes that a number of modifications will be required completing this sidewalk connection due to the existing site constraints. Staff has included an expanded modification request for the Board of Supervisors' consideration; these modifications will allow a safe,

paved pedestrian connection to be provided along the length of Legato Road/Random Hills Road.

Proffer 10: Wayfinding and Parking Signage

This proffer was reworked in order to clarify the intent of the signage and facilitate safe pedestrian and vehicular movement to and around the site. As a result of this modified proffer language, staff has deleted the proposed development conditions related to signage. Staff believes this issue is fully addressed.

Proffer 11: TDM

A few minor, but important revisions were made to the TDM Proffer, (the provision of preferential parking for car/vanpools and the survey results being provided to FCDOT for review and follow up.) As proposed, staff is comfortable with the commitments provided. The County's TDM Program Coordinator has provided a memo (see Attachment 3 in this Addendum). As a result of the proffer changes, staff has deleted the development condition requiring preferential parking to be provided for car/vanpools.

Proffer 13: Antennas

A significant level of detail is now provided in this proffer, and the portion of the proffer prohibiting the leasing of antenna space has been deleted. The proffer achieves the land use objectives of providing screening/reducing visual impacts while also providing flexibility for the building users to update their technology as it advances.

Proffer 14: Construction

These proffers were updated to ensure that truck wash racks are located outside of the RPA and to eliminate confusion about construction hours (which now match the Noise Ordinance). As a result of the additional proffer language, the development condition was deleted.

Proffer 15: Bus Shelter

This proffer was updated to include the commitment for a full bus shelter (not just a canopy) and maintenance responsibilities, including trash removal. As a result of this updated proffer language, the development condition was deleted.

Proffer 16: Lighting

This proffer was updated to include a lighting study for the parking garage prior to site plan approval. The commitment has been made to minimize the impacts of the garage lighting on the surrounding properties, including using bollard and scone lighting (instead of poles) on top of the parking garage to the extent feasible. As a result of this modified proffer, the development condition relating to lighting was deleted.



In addition to the proffer modifications, the applicant has submitted the requested zip code study and queuing data that shows the proposed dual-in garage entrance on Legato Road provides enough stacking space to meet the peak demand. These memos are provided in this Addendum (see Attachment 4). Staff believes this issue is addressed, and the development condition requiring shift breakdown information has been deleted.

## **CONCLUSIONS AND RECOMMENDATIONS**

Staff recommends approval of PCA 86-W-001-12 subject to proffers consistent with those contained in Attachment 1 of this report.

Staff recommends approval of FDPA 86-W-001-07 subject to the Board's approval of PCA 86-W-001-12 and the development conditions contained in Attachment 2 of this report.

Staff recommends approval of a modification of loading spaces to provide four rather than ten (for both the Public Safety Building and the Herrity Building).

Staff recommends approval of a modification of Transitional Screening and Barrier requirements for the site's Legato Road frontage to provide a 50' wide yard with landscaping as depicted on the FDP and as conditioned, in lieu of the 25' wide Transitional Screening yard and barrier.

Staff recommends approval of a modification of the sidewalk requirement for the portion of the site's frontage along Monument Drive west of the existing bus stop in favor of a trail connection through the site.

Staff recommends that the Board of Supervisors direct the Director of DPWES to waive or modify the PFM standards as necessary to achieve a safe paved pedestrian pathway connecting the existing sidewalk on Legato Road to the existing asphalt trail on Random Hills Road, generally as shown on the CDPA/FDPA and detailed in the proffers, including the proffered exhibit.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

The approval of this special exception does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

It should be further noted that the content of this report reflects the analysis and recommendations of staff; it does not reflect the position of the Board of Supervisors.

**ATTACHMENTS**

1. Proposed Proffers
2. Proposed Development Conditions
3. TDM Memo
4. Queuing and Zip Code Memos



**DRAFT PROFFERS****FAIRFAX COUNTY PUBLIC SAFETY CENTER HEADQUARTERS  
AT THE FAIRFAX COUNTY GOVERNMENT CENTER LANDBAY B****PCA-86-W-001-12****July 17, 2012**

Pursuant to Section 15.2-2303(a), *Code of Virginia*, 1950 as amended and subject to the Board of Supervisors approving a proffered condition amendment and conceptual development plan amendment/final development plan amendment, for property identified as Tax Map 56-1 ((15)), Parcels 5A, 6, 7, and 8 and hereinafter referred to as the "Application Property", the Applicant and the title owner proffer for themselves, their successors and assigns, the following conditions. All previous or development conditions which apply to the Application property shall, as applicable, remain in effect as stated in the proffer statements dated July 25, 1988, and approved August 1, 1988, as amended, by the Board of Supervisors. Should there be any inconsistencies between these proffers and prior proffers, these proffers shall replace and supersede those prior proffers or portions thereof to the extent of said inconsistencies for the subject property Land Bay B except as noted.

**1. CONCEPTUAL/FINAL DEVELOPMENT PLAN**

- A. Development of the Application Property shall be in substantial conformance with the Conceptual Development Plan/Final Development Plan (CDP/FDP) prepared by William H. Gordon Associates, Inc. consisting of 22 sheets dated December 23, 2011, as revised through June 20, 2012.
- B. Notwithstanding that the CDP/FDP is presented on 22 sheets, it shall be understood that the proffered portion of the CDP shall be the plan relative to the points of access, the amount and location of open space, the location of the limits of clearing and grading, and the general location and arrangement of the building and parking garage. The FDP shall be the plan relative to that portion of the Application Property containing approximately 26.54 acres identified as Tax map 56-1 ((15)) Parcels 5A, 6, 7, and 8. The FAR for Land Bay C shall not exceed 0.22 (includes previous dedication). On the remaining land area subject to RZ 86-W-001 (approximately 126.54 acres, Land Bays B and C), the overall FAR remains 0.23 (includes previous dedication).
- C. Pursuant to Paragraph 4 of Section 16-403 of the Zoning Ordinance, minor modifications from the Final Development Plan (FDP) may be permitted as determined by the Zoning Administrator. The Applicant shall have the flexibility to modify the layout shown on the FDP without requiring approval of an amended FDP provided such changes are in substantial conformance with the FDP as determined by the Zoning Administrator and do not increase building height,

increase surface parking, decrease the amount of open space; decrease the setback from the peripheries; or reduce open space or landscaping.

## 2. TRANSPORTATION

- A. Subject to the approval of VDOT and FCDOT, the Applicant shall install a traffic signal at the intersection of Legato Road and Post Forest Drive, ~~if the traffic warrants are approved by VDOT.~~ Installation of the signal shall be subject to required land acquisition and/or acquisition of required off site signal easements and the signal shall be installed ~~within one year after~~ prior to issuance of non-RUP (non-Residential Use Permit) for the ~~office building~~ Public Safety Headquarters building (Building B1). If necessary to serve four northbound lanes on Legato Road (one left turn lane, two through lanes and a right turn lane), minor improvements in the form of minimal widening shall be made to the northeast side of this intersection to provide proper alignment of the northbound through lanes. The need for this improvement should be determined by a traffic analysis conducted as part of the signal design of this intersection. If improvements in the form of minimal widening are not required at the time of site plan, the applicant ~~shall reserve (up to 1,000 SF)~~ commits to provide up to 1,000 SF of right of way for this minor improvement to be constructed by others. The applicant shall design and install crosswalks, countdown pedestrian signals, medians and any necessary re-striping, ~~necessary~~ subject to VDOT approval.
- B. Subject to the approval of VDOT and FCDOT, the Applicant shall adjust the timing of the traffic signal at the intersection of Lee Highway and Legato Road. ~~if the traffic warrants are approved by VDOT.~~ The signal timing shall be completed within one year after issuance of non-RUP for the office building.
- C. Advanced density credit shall be reserved as may be permitted by the provisions of Paragraph 5 of Section 2-308 of the Fairfax County Zoning Ordinance for all eligible dedications described herein, or as may be required by Fairfax County or VDOT at the time of site plan approval.
- D. Zoning Administrator Consideration: Upon demonstration by the applicant that, despite diligent efforts and due to factors beyond the Applicant's control, any of the improvements proffered in Proffer 2A or 2B (or an improvement in any other Proffer the timing of which is associated with an improvement proffered in this Proffer 2A or 2B) have been delayed (due to, but not limited to an inability to secure necessary permission for utility relocations, and/or VDOT approval) beyond the timeframes provided by these proffers, the Zoning Administrator may approve a later date completion of the improvement(s) without requiring a PCA.

## 3. LANDSCAPING



- A. A landscape plan that shows, at a minimum, landscaping in conformance with the landscape design shown on the FDP shall be submitted in conjunction with the site plan for that land area encompassed by the FDP. Planting shall include trees, shrubs, perennials, grasses and/or ground cover as coordinated with, and reviewed and approved by the Fairfax County Urban Forest Management Division (UFMD).
- B. The first submission of the site plan, and all subsequent plan submissions, shall include a landscape plan and specifications, for review and approval by the UFMD. The landscape plan and specifications shall incorporate techniques designed to reduce maintenance requirements; and contribute to a cleaner and healthier environment with improved air quality, water quality, stormwater management, and resource conservation capabilities that can be provided by trees and other desirable vegetation, and shall:
  - 1) Reduce turf areas to minimize mowing operations and the resulting air pollution. ~~Mulched planting beds incorporating groups of trees and other plants shall be used to the extent possible to provide a root zone environment more favorable to trees and shrubs.~~
  - 2) Provide a diverse selection of native, adapted and non-invasive plants to reduce the need for supplemental watering, and the use of chemical fertilizers, herbicides, and chemical control of insects and diseases.
  - 3) ~~Landscaping implemented with the site plan can be made up of groups of trees including larger, over story type trees (Category III and IV, as listed in PFM Table 12.19) together with smaller understory type trees (Category II). In this application, it is acceptable for the 10-year projected canopies of over story trees to overlap the canopies of understory trees, as may occur in a multi-layered wooded environment.~~
  - 4) ~~Inspection of mulch beds for conformance with the approved site plan shall be conducted at the time that the non-RUP is issued. After mulch areas have been accepted, they shall become the responsibility of the applicant who shall not be precluded from managing or planting these areas according to their preference.~~
  - 3) Incorporate groups of trees including larger, over story type trees (Category III and IV, as listed in PFM Table 12.19) together with smaller understory type trees (Category II). In this application, it is acceptable for the 10-year projected canopies of over story trees to overlap the canopies of understory trees, as may occur in a multi-layered wooded environment.

#### 4. TREE PRESERVATION AND LIMITS OF CLEARING

- A. Clearing, grading and construction shall conform to the limits of clearing and grading as shown on the FDP, except as may be necessary for the installation of

necessary utility lines, trails and other required site improvements, all of which shall be installed in the least disruptive manner possible, considering cost and engineering. The applicant shall have the limits of clearing and grading marked with a continuous line of flagging prior to the pre-construction meeting, and the Applicant and Project Landscape Architect shall walk the limits of clearing and grading with an Urban Forest Management representative to determine where adjustments to the clearing limits can be made to increase the survivability of trees at the edge of the limits of clearing and grading.

- B. The large diameter oak tree in the central circular drive shall be protected with a 5' tall chain link fence to be located at the back of curb and installed with posts every 10' on center to serve as tree protection for this area. No construction vehicle parking and storage of materials shall occur within this area and bilingual signage shall be installed to read "Tree Preservation Area, No Entry."

#### 5. STORMWATER MANAGEMENT/BEST MANAGEMENT PRACTICES

- A. The Applicant shall provide on-site stormwater management (SWM) and Best management Practices (BMPs) facilities as generally shown on the FDP to satisfy detention and water quality requirements in accordance with the requirements of the Public Facilities Manual, DPWES, and Chapter 118 of the Fairfax County Code, subject to the review and approval by DPWES.
- B. The applicant shall, to the extent practicable, incorporate low impact development techniques into the SWM/ BMP facilities. ~~The facilities shown on the FDP may be modified, moved, or reduced in size and number subject to final design. The applicant shall choose these measures from the menu of options such as green roofs on a portion of the roof, rain gardens/ bio-filters, pervious pavement, vegetated swales, and limited areas with soil amendments, as generally shown on the FDP, and approved by DPWES.~~ These facilities include a minimum of two (2) bio-filters; minimum of 10,000 square feet of green roof and a minimum of 2,000 square feet of pervious pavement. Additional similar facilities and or other measures such as vegetated swales and limited areas with soil amendments, generally shown on the FDP may be chosen as a menu of additional options. These options may be modified, moved, or reduced in size and number subject to final design and DPWES approval.
- C. In order to minimize disturbance in the RPA, if not all of the bio-filters shown on the CDP/FDP are to be constructed, the applicant shall give preference to the bio-filters located outside of the RPA.
- D. Disturbance of the vegetated areas along the RPA shall be minimized to the extent possible; any vegetation within or along the RPA that is disturbed shall be restored to pre-disturbance conditions, subject to review and approval by DPWES.



6. SUSTAINABLE DESIGN AS APPLIES TO THE PUBLIC SAFETY HEADQUARTERS BUILDING:

- A. In accordance with the Fairfax County policy for sustainable public facilities greater than 10,000 square feet, the County Building will be designed and built with green building measures to attain at a minimum the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Silver certification rating.
- B. ~~The applicant will commit to install a minimum of 10,000 square feet of vegetated green roof as generally shown on the FDP.~~ If at all possible, at the time of site plan, Credit 6.1 (stormwater quantity) should be achieved as part of the attainment of LEED Silver.

7. ARCHITECTURAL DESIGN

- A. The architectural design of the building, subject to the FDP, shall be generally consistent with the elevations shown on Sheet 13, and shall be generally consistent in style on all sides of the structure. Primary building materials shall be comprised of precast concrete and glass. The elevations may be refined as a result of final design and engineering so long as the character and quality of the building remains in substantial conformance with that shown on the FDP.
- B. The architectural design of the parking garage, subject to the FDP, shall be generally consistent with the elevations shown on Sheet 10B, and shall be generally consistent in style on all sides of the structure, exclusive of the green screen wall proposed for the Legato Road garage elevation. See attached proffer exhibit for green screen wall detail used to screen the garage from the adjacent properties. A combination of architectural elements (screen paneling, concrete patterning, etc.) and the green screen wall shall be used to effectively screen the garage from the adjacent properties. Primary building materials shall be comprised of precast concrete. The elevations may be refined as a result of final design and engineering so long as the character and quality of the parking garage remains in substantial conformance with that shown on the FDP.

8. NOISE MITIGATION AS APPLIES TO THE PUBLIC SAFETY HEADQUARTERS BUILDING:

- A. In order to reduce interior noise to a level of approximately 50 dBA Ldn, in office areas, facades of the Headquarters Building which are projected to be impacted by highway noise having levels above 70 dBA Ldn, shall be constructed with the following acoustical measures:
- i. Exterior walls should have a laboratory sound transmission class (STC) rating of at least 39.
  - ii. Windows and glazing shall have a laboratory STC rating of at least 34, unless glazing constitutes more than 20% of any façade exposed to noise levels above 70 dBA Ldn. If glazing constitutes more than 20% of an exposed façade, then a building shell analysis will be performed to determine modifications needed to ensure recommended interior noise levels.
  - iii. With the exception of Service Areas, doors shall have a laboratory STC rating of at least 28. All surfaces should be sealed and caulked in accordance with methods approved by the American Society for Testing and Materials (ASTM) to minimize sound transmission.
  - iv. Any facades requiring mitigation shall be identified on the site plan.

9. PEDESTRIAN FACILITIES

- A. The Applicant shall construct a five (5) foot wide concrete sidewalk along the Application Property's Legato Road frontage as generally shown on the FDP.
- B. The applicant shall construct an off-site asphalt trail (8 ft wide minimum) along the frontage of Tax Map 56-1 ((15)) Parcel 4 to facilitate pedestrian connections along Random Hills Road. Additionally, subject to VDOT approval, the applicant shall provide a five (5) foot wide concrete sidewalk across the Monument Drive right of way (under the bridge) along the southern edge of Legato/Random Hills Road. This sidewalk will connect the on-site sidewalk along the frontage of Legato/Random Hills Road to the off-site trail being proposed on Parcel 4. See Sheet 9 of the CDP/FDP and the attached proffer exhibit for these specific locations.
- C. Government Center Parkway Crossing: Applicant shall submit a signing and striping plan for the existing crossing at the site entrance to include elements such as a respite area within the median, revising the location of the crosswalk, enhanced crosswalk striping, and signage within the crosswalk. If such plan is approved by VDOT, the applicant will install measures within one year after issuance of non-RUP for the office building.



- D. The applicant shall install a five (5) foot trail from the existing bus stop on the west side of Monument Drive to the pedestrian facilities at the central circular drive on the applicant's property, as generally shown on the FDP, and approved by DPWES. If feasible, pervious pavement shall be used to construct this trail segment, as it is mostly within the RPA.

#### 10. WAYFINDING AND PARKING SIGNAGE

A. The applicant shall provide a wayfinding signage plan to further encourage pedestrian safety to and from the building and within the immediate vicinity, generally as shown on Sheet 9 of the CDPA/FDPA. The signage shall provide directional guidance to area destinations, such as Fairfax Corner and Fair Oaks Mall as well as internal directions for the Government Center Complex. The signage plan shall include critical pedestrian connections, including, but not limited to: the site entrance on Government Center Parkway, the terminus of the bus stop on Monument Drive, the intersection of Monument Drive and Government Center Parkway, and from Legato Road/Random Hills Road through the Herrity Parking garage, to assist safe passage. This signage shall be incorporated into a CSPA for the development (CSP 86-W-001-07), which shall be filed no later than one year after the issuance of a Non-RUP for the building.

B. In addition to the wayfinding signage plan, the applicant shall coordinate with the Herrity Building Parking Committee and the Facilities Management Department, who are responsible for assigned spaces, to design and implement an interior garage signage plan for the Herrity Building garage that will more clearly delineate such features as visitor spaces, reserved carpool spaces, reserved employee parking spaces, general parking spaces, reserved fleet vehicle parking, and directional striping/markings on the ground. This interior garage signage plan shall give preference for visitor parking. This parking lot signage plan shall be developed in conjunction with the wayfinding signage plan and shall be designed to help improve the experience for visitors to both the Herrity building and the new Public Safety building.

#### 11. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES AS APPLIES TO THE PUBLIC SAFETY HEADQUARTERS BUILDING:

- A. Transportation Demand Management ("TDM") strategies shall be utilized to reduce to reduce vehicular trips during peak hours. TDM coordination duties shall be implemented by a Transportation Demand Management Coordinator (the "TDM Coordinator"), who shall be appointed to enforce such TDM strategies within 30 days of receiving a non RUP for the office building. The contact information of the TDM Coordinator shall be provided to FCDOT within 30 days of such appointment. The TDM Coordinator position may be part of other duties assigned to the individual(s).

- B. Mass transit, ride-sharing, and other transportation strategies shall be utilized to reduce baseline trips generated from the Headquarters Office as shown on the FDP during peak hours.
- C. The following is a list of strategies that shall be instituted by the Applicant within 30 days of issuing non-RUP and substantial building occupancy for those improvements identified on the FDP:
  - i. Distribution and promotion of TDM-related materials to office employees such as but not limited to, maps, schedules and other transportation information pertaining to transit service options, car/van pooling formation services, tele-working, and flexible work schedules to the extent that any of these are available to employees who commute to and from the property on a daily basis.
  - ii. Display of TDM –related materials in a publicly accessible central location within the Headquarters Building.
  - iii. Provide conveniently located bicycle racks, locker rooms and shower facilities for use by the employees.
  - iv. Provide designated parking spaces for use by carpool/vanpool vehicles, alternative fuel vehicles and or car-sharing vehicles.
  - v. Twelve months following the issuance of the Non-RUP, the TDM Coordinator will administer a survey of the Headquarters Building employees. The survey shall be coordinated with FCDOT and shall include, at a minimum, details regarding the number of times per week the employee commutes, the mode of transportation for commuting purposes, routes, and timing. The results of the survey shall be provided to FCDOT for review and comment on potential revisions to improve the TDM Plan.

## 12. BIKE PARKING

- A. The applicant shall provide bike racks at the following locations for both visitors and employees. The number of racks and final placement shall be coordinated with FCDOT.
  - i. Near the entry plaza but no less than 50 feet from the face of the building. (For visitors).
  - ii. At a location on the ground level of the proposed garage as generally shown on the FDP.
  - iii. At a location on the ground level of the Herrity garage (for employees). Location to be determined at final design.

## 13. ANTENNAS AS APPLIES TO THE PUBLIC SAFETY HEADQUARTERS BUILDING:



~~A. No antenna space shall be leased to non-government users.~~

A. All antennas and telecommunications equipment shall be located within the envelope on top of the penthouse portion of the building, as shown on Sheet 7 of the CDPA/FDPA. There shall be approximately ten -7 foot tall antennas located on the roof. All other equipment shall be screened by a parapet wall and located in accordance with the Zoning Ordinance, as determined by Zoning Administration, DPZ. The final envelope of the equipment area may change as a result of final engineering, provided there is no significant visual impact on adjacent properties and no significant changes to the parapet wall screening, as determined by Zoning Administration, DPZ. All antennas/equipment shall utilize a non-reflective surfacing or paint to reduce glare.

#### 14. CONSTRUCTION

A. Except as may be specified herein, all transportation, pedestrian, and landscaping improvements shall be constructed and/or installed concurrent with the development of the development shown on the FDP.

B. Construction Traffic shall enter/exit from Legato Road at a point and in a manner approved by VDOT. The subject construction access shall be chained, or otherwise made non-accessible during non-construction hours. Wash Racks shall be installed at the access point to the Applicant Property to clean construction vehicle of dust and debris prior to exiting the Applicant's Property designed to meet PFM standards for BMP/LID measures and shall be located outside of the RPA.

~~C. Construction Activity should be limited to the hours of 7:00 am and 7:00 pm Monday thru Friday and 8:00 am to 6:00 pm on Weekends. On Sundays only light interior construction is allowed and exterior work is restricted to clean up and other non-noise invasive activities. No construction activity shall be permitted on Thanksgiving Day, Christmas Day, and New Years Day. These hours shall be posted on the Application Property prior to any land disturbing activities. A contact telephone number will be given to the (formerly Post Forest HOA) and posted on site. The applicant shall include a construction site hour notice in its contract with its general contractors.~~

~~D. To the extent possible, the Applicant shall avoid the staging of construction vehicles on adjacent rights of way, and construction personnel shall be directed to park on the applicant's property. In all events Legato Road shall remain open to ensure safe passage of vehicles. All deliveries to the Application Property shall be conducted on site.~~

C. Construction hours shall comply with the Noise Ordinance. A contact telephone number will be given to the Post Forest apartments management company and

posted on site. The applicant shall include construction site hours in its contract with general contractors.

- D. The Applicant shall avoid the staging of construction vehicles on adjacent rights of way, and construction personnel shall be directed to park on the applicant's property. In all events Legato Road shall remain open to ensure safe passage of vehicles and adequate sight distance.

15. BUS SHELTER

- A. The Applicant shall install a bus canopy with pad at or near the existing bus stop on Monument Drive with the location and design to be coordinated with FCDOT. The applicant shall be responsible for the maintenance and upkeep of the facility, including trash removal at least two times per week.

~~16. BIKE RACKS~~

- ~~B. The applicant shall provide bike racks at the following locations:~~
- ~~iv. Near the entry plaza but no less than 50 feet from the face of the building. (For visitors).~~
  - ~~v. At the ground level of the proposed garage as generally shown on the FDP.~~
  - ~~vi. At the ground level of the Herrity garage (for employees). Location to be determined at final design.~~



16. LIGHTING AS APPLIES TO THE PUBLIC SAFETY HEADQUARTERS BUILDING:

- ~~A. Outdoor lighting shall comply with the Outdoor Lighting Standard of Part 9 of Article 14 of the Zoning Ordinance. Outdoor lighting fixtures associated with the parking garage shall utilize full cut off fixtures. Light poles on top of the parking garage shall be no higher and no greater in number than the minimum required to provide adequate security lighting. The Applicant shall install a device to lower lighting levels for lights associated with the parking garage between the hours of 11 p.m. and 6 am while maintaining reasonable and adequate security lighting.~~
- A. Outdoor lighting shall comply with the Outdoor Lighting Standard of Part 9 of Article 14 of the Zoning Ordinance. Outdoor lighting fixtures associated with the parking garage shall utilize full cut off fixtures. Prior to site plan approval, the applicant shall submit a lighting study to DPZ and DPWES that addresses the parking garage lighting. The applicant shall look to minimize the impacts of the garage lighting on the surrounding properties while also providing adequate lighting for safety of the garage users. The applicant will utilize bollard and sconce lighting on top of the parking garage to the extent feasible. All lighting interior to the parking garage shall be located to reduce glare and impacts to adjacent properties. The Applicant shall install a device to lower lighting levels for lights associated with the parking garage between the hours of 11 p.m. and 6 a.m. while maintaining lighting levels necessary for safety.

17. SUCCESSORS AND ASSIGNS

These proffers will bind and inure to the benefit of the Applicant and his/her successors and assigns.

18. COUNTERPARTS

These proffers may be executed in one or more counterparts, each of which, when so executed and delivered, shall be deemed an original document and all of which, taken together, shall constitute but one in the same instrument.

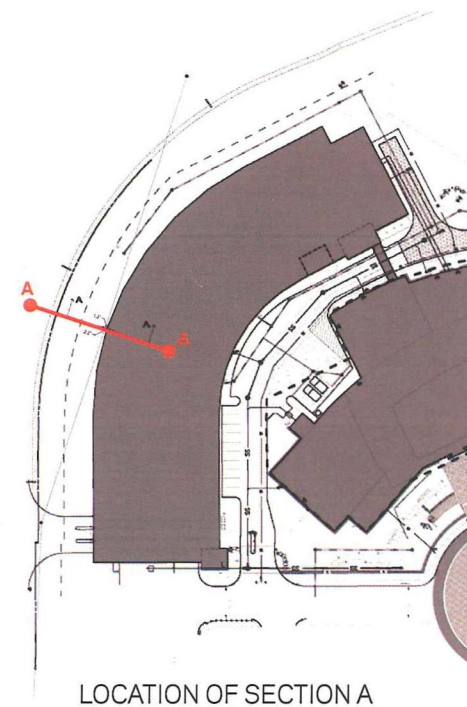
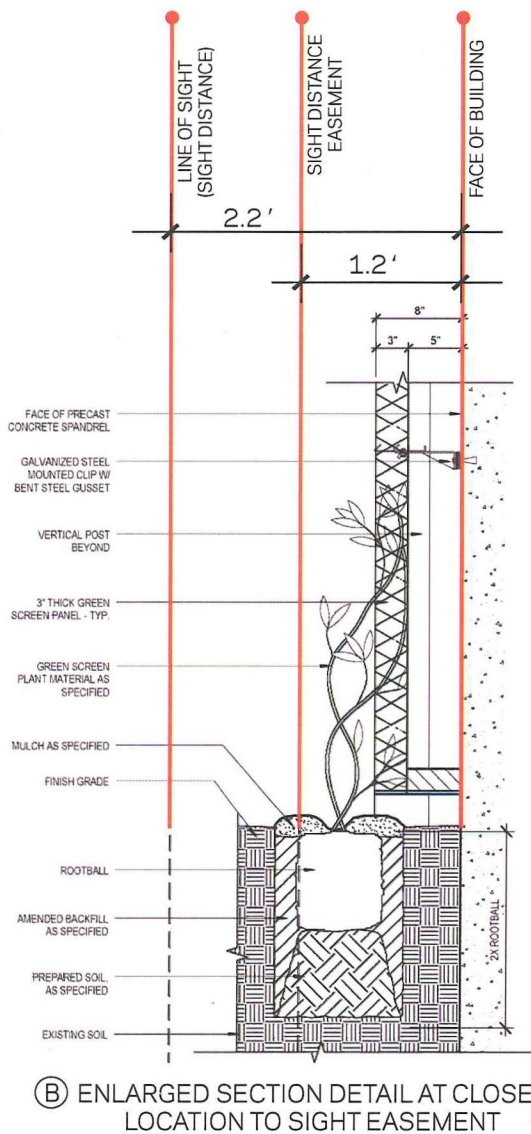
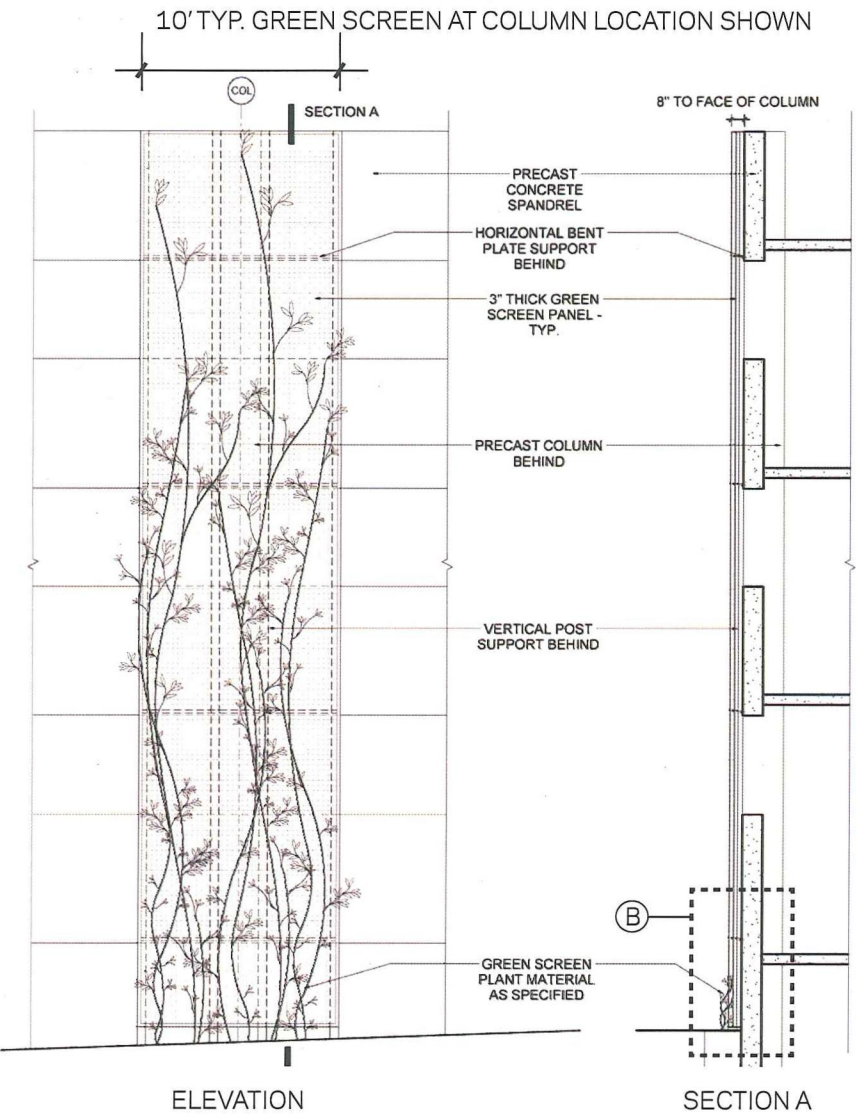
TITLE OWNER:

Board of Supervisors of Fairfax County, Virginia

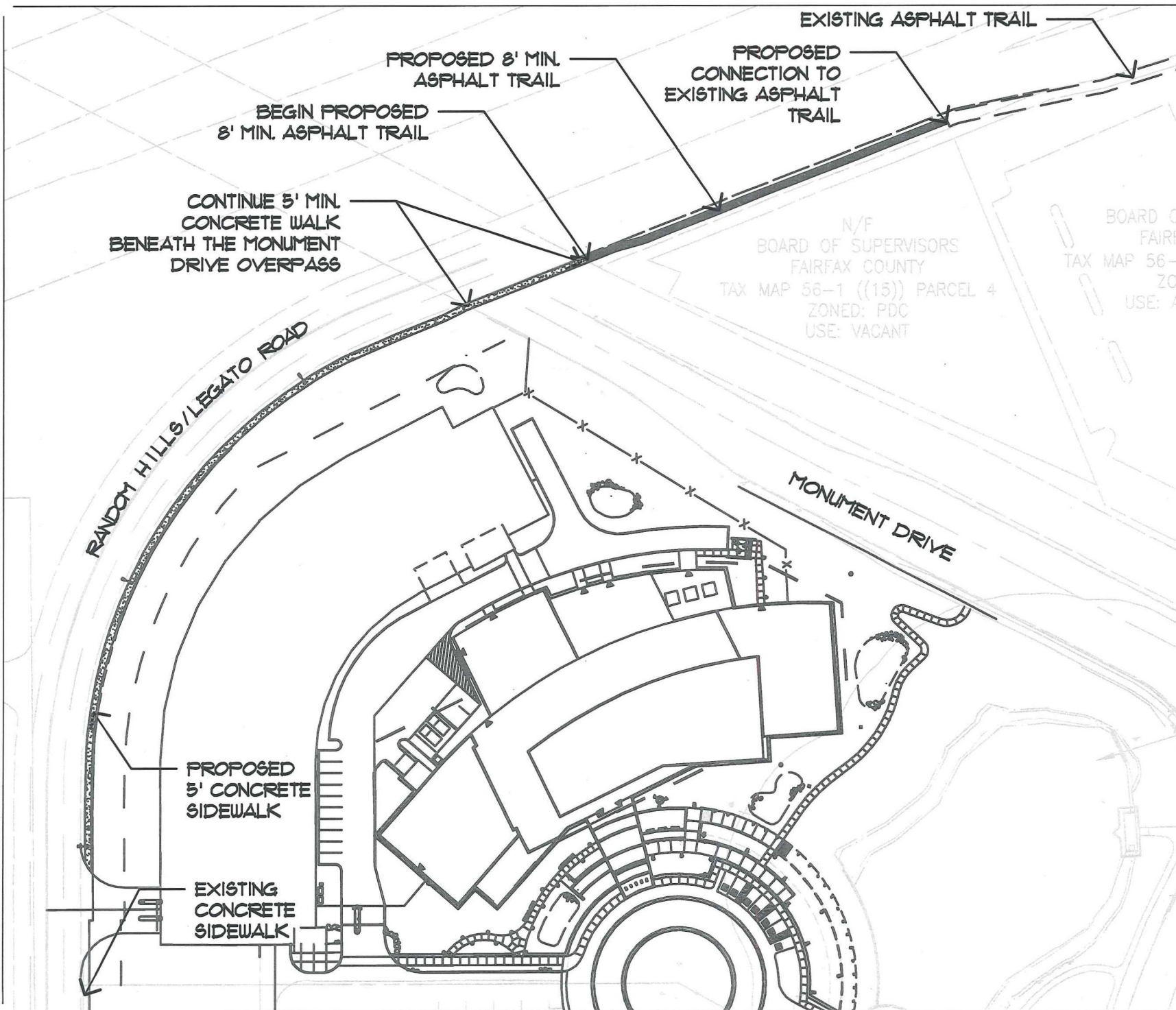
By: \_\_\_\_\_  
Edward L. Long Jr., County Executive

# FAIRFAX COUNTY PUBLIC SAFETY HEADQUARTERS BUILDING

## GREEN SCREEN AT GARAGE - LANDSCAPE BUFFER







NORTH

0 100

SCALE: 1" = 100'

# LEGEND



PROPOSED  
CONCRETE  
SIDEWALK



PROPOSED  
ASPHALT  
TRAIL

PROJECT TITLE:  
FAIRFAX PUBLIC  
SAFETY  
HEADQUARTERS

Fairfax County, Virginia  
PROJECT No: 0734-0220

DRAWING TITLE:  
TRAIL  
SECTION  
EXHIBIT

FILE:  
SCALE: 1" = 100'

JULY 16, 2012

4501 Daly Drive,  
Suite 200 Chantilly,  
VA 20151  
P 703-283-1900  
WWW.GORDON.COM



Exhibit B

PROPOSED DEVELOPMENT CONDITIONS

FDPA 86-W-001-07

Board of Supervisors of Fairfax County

July 18, 2012

1. Development of the subject property shall be in substantial conformance with the FDPA plat entitled "Public Safety Headquarters," prepared by William H. Gordon Associates, Inc., consisting of 22 sheets, and dated December 23, 2011 as revised through June 20, 2012. Minor modifications to the approved FDPA may be permitted pursuant to Par.4 of Sect. 16-403 of the Zoning Ordinance.
2. Activity on the property shall be in conformance with the Development Conditions associated with the Resource Protection Area (RPA) Encroachment Exception # 7203-WRPA-001-1, as outlined in Attachment A.
3. ~~Four rain gardens are located on the CDPA/FDPA, two of which are shown in the RPA. In order to minimize the disturbance in the RPA, if, at the time of site plan, not all of the rain gardens are to be constructed, the applicant shall give preference to the locations outside of the RPA.~~
4. ~~The applicant shall provide and install a bench and trash receptacle at the bus stop on Monument Drive, with the design and final location to be coordinated with Fairfax County Department of Transportation (FCDOT). The applicant shall be responsible for the maintenance and upkeep of the facility, including trash removal at least two times per week.~~
5. The Legato Road entrance location for the proposed garage, ~~the proposed green screen wall on the proposed garage, and the proposed construction access point on Legato Road~~ just south of the Monument Bridge overpass shall be subject to review and final approval by VDOT for sight distance compliance.
6. The minor plaza (police and fire memorials) shall be designed to serve as a meditative space for visitors to use the memorial as a reflective space. Vegetation used shall be appropriate in scale and size to provide shade and visual interest for visitors, as well as soften the space.
7. ~~Disturbance of the vegetated area along the RPA shall be minimized to the extent possible. Any vegetation within or along the RPA that is disturbed shall be restored to pre-disturbance conditions, subject to review and approval by DPWES.~~
8. ~~If at all possible, at the time of site plan, Credit 6.1 (stormwater quantity) should be achieved as part of the attainment of LEED Silver.~~



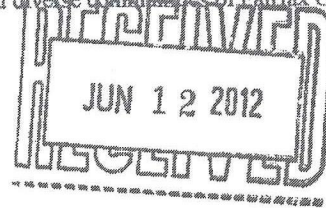
- ~~9. Prior to site plan approval, the applicant shall complete a more detailed study on parking management, allocation, and wayfinding within the Herrity garage itself. A wayfinding signage plan shall be designed and shall address the critical pedestrian intersections (the bus stop at Monument Drive and the entrance on Government Center Parkway.) This work shall be completed prior to the issuance of a Non-RUP for the Public Safety Building.~~
10. ~~Parking Lot Signage—The applicant shall coordinate with the Government Center Parking Committee, who is responsible for assigned spaces, to design and implement a parking lot signage plan for the Herrity Building.~~
- ~~11. Within one year prior to occupancy of the Public Safety Headquarters, the applicant shall file an amendment for Comprehensive Sign Plan CSP 86-W-001-07 to incorporate the proposed way finding and garage signage into the overall CSP for the Government Center.~~
12. ~~The applicant shall designate the provided car/vanpool spaces as preferential spaces, subject to review and approval by FCDOT.~~
13. At the time of site plan approval, the applicant shall consult with FCDOT on the exact number, distribution and type of bicycle facilities to provide.
- ~~14. Prior to the approval of the site plan, the applicant shall provide a breakdown of the employee shift information and the number of employees coming per shift in order to evaluate the adequacy of the proposed entrance aisles and queuing space at the Legato Road garage entrance. Adequacy of the proposal shall be evaluated by DPWES and FCDOT and is subject to their approval.~~
- ~~15. Lighting within the floors of the parking structure shall be located underneath the beams as to reduce the glare and visibility from off-site.~~
16. The street furnishings (including but not limited to trash cans, benches, signage, and light fixtures) proposed shall be similar in style to that which is existing on the Government Center Complex, subject to review and approval by DPWES.
- ~~17. The final architectural treatments and materials of the new garage, including the green wall screen, shall be reviewed and approved by DPZ prior to the approval of the site plan.~~
18. At site plan, plans for the green screen wall along the Legato Road garage façade shall be provided to the Zoning Evaluation Division of the Department of Planning and Zoning for review to assure that the vegetated wall remains in substantial conformance with the FDP and approved proffers and provides the intended screening for the adjacent properties.



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

JUN 06 2012



Jeremiah D. Kamerer, P.E.  
Project Manager  
William H. Gordon Associates, Inc.  
4501 Daly Drive, Suite 200  
Chantilly, Virginia 20151

**Subject:** Fairfax County Governmental Center, Parcel 6, Fairfax Public Safety Headquarters, Zoning Application # PCA 86-W-001-12/FDPA 86-W-001-07, Exception Request dated March 28, 2012, Tax Map #056-1-15-0006, Braddock District

**Reference:** Resource Protection Area Encroachment Request #7203-WRPA-001-1

Dear Mr. Kamerer:

This is in response to your request for an exception to encroach into the Resource Protection Area (RPA) for the construction of referenced public facility according to previously approved rezoning application # RZ-86-W-001. Based on Section 118-1-12 of the Chesapeake Bay Preservation Ordinance (CBPO), and the County "Policy for Treatment of Approved and Pending Plans of Development," adopted by the Board of Supervisors on July 7, 2003, your request to encroach the RPA is approved subject to the following conditions:

1. Where possible, an area equal to the area encroaching into the RPA buffer area shall be established elsewhere on the lot or parcel in a way to maximize water quality protection.
2. The project shall be in compliance with all state and federal permits, if required.
3. Any land disturbing activity that exceeds an area of 2500 square feet shall comply with the requirement of Chapter 104 of the Code of the County of Fairfax, Virginia, CBPO 118-3-2(e).
4. Construction shall be in a manner that protects water quality. The limits of clearing and grading shall be honored during construction. In addition, add a note to the plan stating:

"The Limits of Clearing and Grading shown near and within the limits of any Resource Protection Area (RPA) must be strictly observed and enforced. Any encroachment into, or disturbance of, the RPA not shown on this plan is considered a violation of the Chesapeake Bay Preservation Ordinance (CBPO) and is subject to the penalties of CBPO Article 9 (Violations and Penalties)."

Department of Public Works and Environmental Services  
Land Development Services, Site Development and Inspections Division  
12055 Government Center Parkway, Suite 535  
Fairfax, Virginia 22035-5503  
Phone 703-324-1720 • TTY 711 • FAX 703-324-8359





5. A "super" silt fence shall be installed along the lower clearing limits for this lot and remain in place for the duration of construction on the lot.
6. The total disturbance within the RPA for the proposed public facility shall not exceed 31,300 square feet, as proposed with your request dated March 28, 2012.
7. The total impervious area within the RPA for the proposed public facility shall not exceed 9,510 square feet as proposed with your request. It is understood that of the various scenarios being considered, the most impervious area within the RPA is 9,510 square feet.

This exception in no way relieves you of any other CBPO requirement or any other County drainage requirement, including adequacy of outfall, pro-rata share payments, etc.

This exception shall automatically expire, without notice, 24 months after the date of this letter, unless the subject project has been approved

Please ensure that a copy of this letter is made a part of the subject site plan.

If further assistance is desired, please contact Durga Kharel, P.E., Senior Engineer III, Site Development and Inspections Division (SDID), at 703-324-1720.

Sincerely,



Judith A. Cronauer, P.E.  
Chief, Central Branch  
SDID

JAC/am

cc: Don Demetrius, Chief, Watershed Evaluation Branch, Stormwater Planning Division,  
DPWES  
Durga Kharel, P.E., Senior Engineer III, SDID, LDS, DPWES  
Location File




## County of Fairfax, Virginia

## MEMORANDUM

DATE: July 17<sup>th</sup>, 2012

**TO:** Barbara Berlin, Director  
Zoning Evaluation Division

**FROM:** Hillary Poole, TDM Coordinator   
Site Analysis Section  
Department of Transportation

**SUBJECT:** Public Safety Headquarters TDM Proffers

**FILE:** 6-7 (PCA-86-W-001-12)

**REFERENCE:** PCA-86-W-001-12; Fairfax County Public Safety Headquarters  
Land Identification: 56-1 ((15)), Parcels 5A, 6, 7, and 8

The following reflects the position of the Fairfax County Department of Transportation (FCDOT), and is based on the applicant's proffers submitted on July 6<sup>th</sup>, 2012.

FCDOT originally requested "Light" TDM program requirements be included in the proffers for this applicant due to the location of the building, proximity to transit and urban accessibility. In addition to basic TDM programmatic elements, the following requests were made:

- Preferred parking for carpool and vanpool be provided
- One survey be conducted twelve months after full occupancy
- Inclusion of bicycle accommodations such as racks and lockers
- Inclusion of shower facilities for employees

All of the above noted items have been included in the most recent set of proffers. The survey will help direct the program and inform the TDM Coordinator of tenant travel behavior. A "Light" TDM program is appropriate for this particular development based on its location and tenant schedules. FCDOT does not object to approval of the proposed application with the conditions agreed upon by the applicant's informational submittal, development plan, and the recommendations contained in this document.



**TECHNICAL MEMORANDUM**

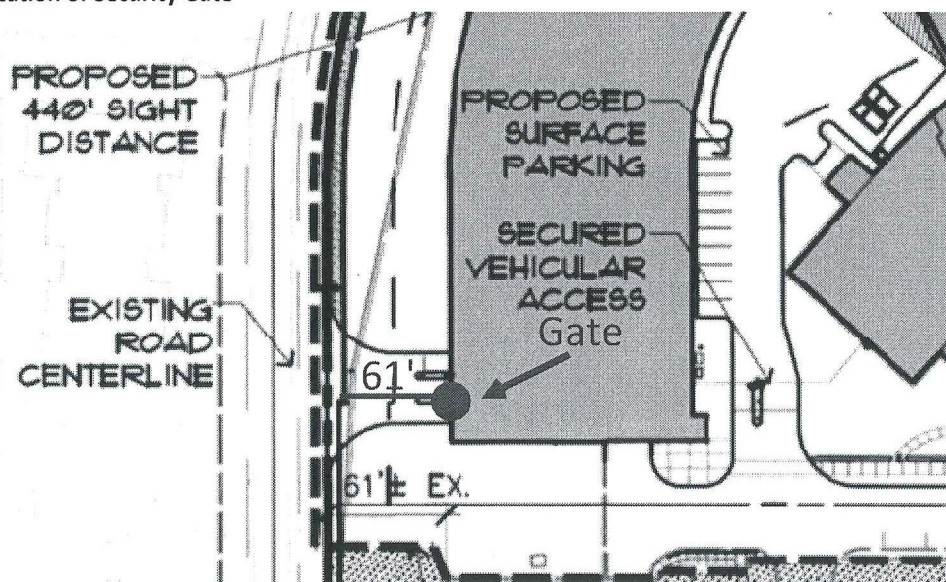
To: Hossein Malayeri, P.E., PMP  
Cc: Scott Hemlock  
Rob Walker  
From: Chris Tacinelli, P.E.  
Felice Brychta, P.E.  
Tricia Labud  
Date: June 5, 2012  
Subject: Fairfax County Public Safety Headquarters - Queuing Memo

Fairfax County  
HOK  
Gordon

**Introduction**

This memorandum provides the queuing results from an analysis of the new PSHQ parking garage entrance to determine whether the throat length for the security booth will be sufficient for vehicular storage. There will be two entrances into the new PSHQ parking garage. The main entrance is located off of the surface drive via Government Center Parkway. The entrance that is under study is located on Legato Road. Based on the site plans, there is approximately 61 feet from the stop line to the security gate entrance for vehicular storage. Figure 1 shows the location of the studied entrance.

**Figure 1: Location of Security Gate**



### Queuing Results

A queuing analysis was conducted in order to calculate site queuing. The traffic impact study prepared for the site assumed that 35% of traffic would be entering and exiting the PSHQ garage via the new driveway on Legato Road; while the remaining traffic would be distributed between the main entrance and the entrance to the Herrity Garage (visitors to the PSHQ building will utilize the Herrity Garage). In addition to the 35% TIS assumption, a queuing analysis was performed to test a more conservative split of 50% of site traffic entering off of Legato Road. Table 1 presents the incoming/outgoing traffic volumes for the AM and PM peak hours at the new entrance based on these distributions.

**Table 1: AM and PM Traffic Volumes at Legato Road Access**

Intersection (Approach/Movement)	AM		PM	
	IN	OUT	IN	OUT
Total Peak Hour Trip Generation	371	51	66	321
Assumed in TIS: 35% via Legato Road	130	18	23	112
Conservative Analysis: 50% via Legato Road	186	26	33	161

As shown above, the inbound movement during the AM peak hour represents the highest number of trips; therefore, the queuing analysis presented below focuses on that movement. To calculate the projected queuing at the Legato entrance during the AM inbound peak hour, a queuing analysis was performed using the M/M/1 queue method. This method is based on a single server system where a Poisson process determines the arrivals and the service times have an exponential distribution.

A typical gate arm or high-speed gate with a proximity card can process approximately 420 vehicles per hour (or 8.57 seconds per vehicle). However, because of the high-security desired for this entrance it is possible that a gate with a longer processing time may be required. Information provided by Wallace International, a manufacturer/distributor of gate systems, indicates that bi-fold speed gates have an open time of 7 seconds and a close time of 7 seconds. According to a representative from Wallace, the gate could process vehicles at a rate of approximately 10 – 20 seconds per vehicle (or 360 to 180 vehicles per hour) depending on the number of people familiar with the garage, and whether people that arrive have their card ready, etc.

Tables 2 and 3 present the queuing information obtained using this method. The queue results are given in vehicles/lane. For reference, a standard vehicle is less than 20' long. Tables 2 and 3 below shows a comparison of the queuing results based on different processing speeds. The analysis below includes a 420 vehicle per hour (vph) processing speed (or 8.57 seconds per vehicle), a 240 vph speed (15 seconds per vehicle), a 180 vph speed (20 seconds per vehicle). A speed was also included to consider 10 seconds per vehicle for employees (which were assumed to be 95% of the peak hour vehicles) and 25 seconds per vehicle for visitors or slower vehicles (which were assumed to be 5% of peak hour vehicles), for a processing speed of 335 vehicles per hour. It should be noted that visitors are generally not expected at this entrance; however, this analysis was included as there may occasionally be people arriving at the entrance that are not as familiar with the garage or do not have their card ready. Two lanes were assumed for each speed analyzed, consistent with the current site design. In addition, another analysis was conducted for the 420 vehicles per hour processing speed for a one-lane entrance.



**Table 2: Queuing Analysis Results (AM Inbound) – 35% via Legato Road**

Security Level	Processing Time	Service Rate	Overall Project Build-out			
			# Lanes	90 <sup>th</sup> % Queue (veh/lane)	50 <sup>th</sup> % Queue (veh/lane)	
Inbound AM						
Higher	20 s/veh	180 veh/hr	2	1	0	
Medium	15 s/veh	240 veh/hr	2	1	0	
Medium	10&25 s/veh	335 veh/hr	2	0	0	
Low	8.57 s/veh	420 veh/hr	2	0	0	
Low	8.57 s/veh	420 Veh/hr	1	0	0	

**Table 3: Queuing Analysis Results (AM Inbound) – 50% via Legato Road**

Security Level	Processing Time	Service Rate	Overall Project Build-out			
			# Lanes	90 <sup>th</sup> % Queue (veh/lane)	50 <sup>th</sup> % Queue (veh/lane)	
Inbound AM						
Higher	20 s/veh	180 veh/hr	2	2	0	
Medium	15 s/veh	240 veh/hr	2	1	0	
Medium	10&25 s/veh	335 veh/hr	2	1	0	
Low	8.57 s/veh	420 veh/hr	2	0	0	
Low	8.57 s/veh	420 Veh/hr	1	1	0	

As shown above, with 35% of the traffic assumed at the Legato Road entrance and with two lanes into the garage, there is shown to be one vehicle per lane or less in queue during the AM peak hour (approximately 20' or less). Therefore, it can be concluded that space for four queued vehicles (61' in two lanes) should be adequate to prevent vehicles from spilling back to Legato Road.

The queuing results with 50% of traffic entering at the Legato Road entrance are shown in Table 3. With two lanes into the garage, there are two vehicles per lane or less in queue during the AM peak hour (approximately 20' or less). Therefore, 50% of traffic utilizing the Legato Road entrance should not disrupt traffic circulation on Legato Road at the site entrance.

It should be noted that the analysis presented above is based on typical processing times based on industry standards and information provided by the manufacturer for gates typical to those under consideration for this site. This access should be reanalyzed during the site plan process when the exact gate for this access point has been determined.

**To:** Hossein Malayeri, P.E., PMP  
Fairfax County

**Cc:** Scott Hemlock  
HOK

Rob Walker  
Gordon

**From:** Chris Tacinelli, P.E.  
Felice Brychta, P.E.  
Tricia Labud

**Date:** June 25, 2012

**Subject:** Fairfax County Public Safety Headquarters – Trip Distribution

This memorandum summarizes the zip code data for employees of the PSHQ Building compared to the overall trip distribution assumed in the TIA and provides additional information regarding the distribution of traffic at the site driveways. The zip code information provided by Fairfax County was compiled by location and density as shown in Figure 1 below. The darker green shading represents areas of higher population, while lighter green shading indicates areas of lower population.

### Figure 1: Locations of Employees



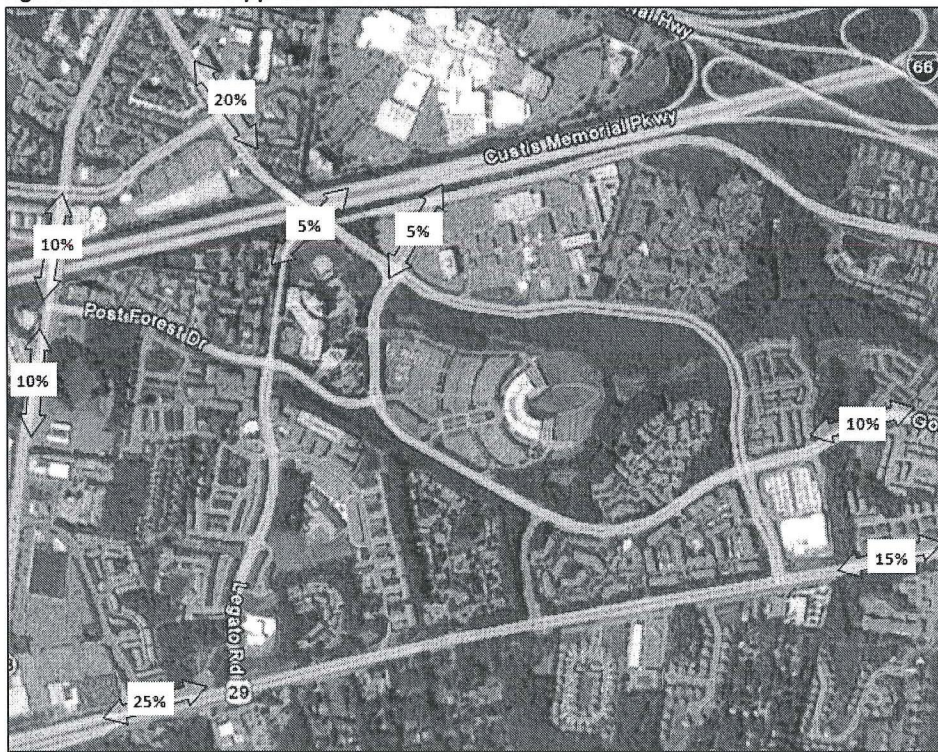


### *Overall Distribution of Trips*

It was assumed that employees east of the site would generally arrive via Government Center Parkway, Lee Highway, or Random Hills Road from the east and the remaining employees would generally arrive via Monument Drive, West Ox Road or Lee Highway from the west. Based on the information provided by the County, it was determined that 177 of the total 530 employees studied reside east of the site, which is approximately 33% of all employees.

The distribution utilized in the Traffic Impact Analysis, which was determined based on a scoping meeting with Fairfax County DOT and VDOT representatives held on May 24, 2011, assumed approximately 35% of site trips generated from the east (10% via Government Center Parkway, 15% via Lee Highway, and 10% via Random Hills Road). Figure 2 shows the distribution utilized in the TIA.

**Figure 2: Direction of Approach from TIA**



Therefore, it was determined that the distribution of employees from the east as determined from the zip codes provided was generally consistent with the estimate in the TIA of site trips generated from the east. Since the findings were similar, it was not necessary to revise the overall traffic distribution assumed in the TIA based on the zip code information provided.

### *Distribution at Site Driveways*

The TIA assumed that the majority of trips, 55%, would enter/exit the proposed PSHQ site via the main access on Government Center Parkway, approximately 35% of trips generated by the PSHQ Building would enter/exit the site via the new entrance to the PSHQ garage on Legato Road/Random Hills Road, and the remaining 10% would enter/exit the site via the existing driveway on Legato/Random Hills to the Herrity garage. The capacity analysis results presented in the TIA based on these assumptions for these three intersections are shown below:



**Table 1. Future with Development (2015) Capacity Analysis Results - TIA**

No.		Intersection (Movement)	Bay /Link Length (feet)	Future with Development (2015)							
				AM Peak				PM Peak			
				LOS	Delay (Sec.)	50 <sup>th</sup> Queue (Ft.)	95 <sup>th</sup> Queue ((Ft.))	LOS	Delay (Sec.)	50 <sup>th</sup> Queue (Ft.)	95 <sup>th</sup> Queue ((Ft.))
2	Government Center Parkway and Government Center Access Road										
	Overall Intersection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Eastbound Left/Thru	E	37.1	N/A	28	E	48.9	N/A	142		
	Eastbound Right	A	8.9	N/A	2	A	9.9	N/A	16		
	Westbound Left/Thru	D	34.3	N/A	3	C	18.1	N/A	15		
	Westbound Right	A	8.7	N/A	1	A	9.8	N/A	18		
	Northbound Left	A	8.8	N/A	13	A	7.9	N/A	1		
	Southbound Left	A	8.0	N/A	12	A	7.7	N/A	1		
8	Legato Road and Driveway										
	Overall Intersection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Westbound Approach	B	13.2	N/A	4	C	15.4	N/A	41		
	Southbound Left	A	5.3	N/A	3	A	0.7	N/A	0		
10	Legato Road and New Driveway										
	Overall Intersection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Eastbound Approach	B	11.8	N/A	3	B	13.4	N/A	21		
	Northbound Left	A	2.9	N/A	1	A	0.3	N/A	0		

However, an additional analysis was also completed assuming that more trips would enter/exit the site via the new access along Legato Road/Random Hills Road than previously analyzed. The results of the capacity analysis shown below assume 40% of trips enter/exit via the main access on Government Center Parkway, 50% enter/exit via the new driveway on Legato Road/Random Hills Road and the remaining 10% via the existing driveway on Legato/Random Hills.

**Table 2. Future with Development (2015) Capacity Analysis Results - Revised**

No.		Intersection (Movement)	Bay /Link Length (feet)	Future with Development (2015)							
				AM Peak				PM Peak			
				LOS	Delay (Sec.)	50 <sup>th</sup> Queue (Ft.)	95 <sup>th</sup> Queue ((Ft.))	LOS	Delay (Sec.)	50 <sup>th</sup> Queue (Ft.)	95 <sup>th</sup> Queue ((Ft.))
2	Government Center Parkway and Government Center Access Road										
	Overall Intersection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
	Eastbound Left/Thru	D	30.1	N/A	21	E	40.1	N/A	114		
	Eastbound Right	A	8.9	N/A	2	A	9.7	N/A	11		
	Westbound Left/Thru	D	29.2	N/A	3	C	16.4	N/A	13		
	Westbound Right	A	8.7	N/A	1	A	9.8	N/A	18		
	Northbound Left	A	8.6	N/A	9	A	7.9	N/A	1		
	Southbound Left	A	8.0	N/A	12	A	7.7	N/A	1		
8	Legato Road and Driveway										
	Overall Intersection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
	Westbound Approach	B	13.2	N/A	4	C	15.4	N/A	41		
	Southbound Left	A	5.3	N/A	3	A	0.7	N/A	0		
10	Legato Road and New Driveway										
	Overall Intersection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
	Eastbound Approach	B	12.4	N/A	4	B	14.9	N/A	35		
	Northbound Left	A	2.9	N/A	1	A	0.4	N/A	0		



As shown above, the results are very similar between the two scenarios. With additional traffic at the new driveway on Legato Road/Random Hills Road, the results improve slightly at the Government Center Parkway intersection, as expected.

### *Conclusions/Findings*

As noted above, the distribution of employees from the east as determined from the zip codes provided was consistent with the estimate in the TIA of site trips generated from the east. Therefore, since the findings were similar, it was not necessary to revise the TIA based on the zip code information.

In addition, based on a comment regarding the traffic expected at each of the site driveways, an additional analysis was provided that showed the effects of shifting approximately 15% of the traffic entering/exiting via the main access at Government Center Parkway to the new entrance on Legato Road/Random Hills Road. As shown above, the results indicate that while the Government Center Parkway intersection improves slightly with this modification, the overall results are very similar.